

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4291.

號三月四年七十七百八千一英

HONGKONG, TUESDAY, APRIL 3, 1877.

日十二月二年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.  
NEW YORK:—ANDREW WIND, 133, Nassau Street.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.  
CHINA:—SWATOW, QUELON & CAMPELLE, Amoy, WILSON, NICHOLLS & Co. Foochow, HEDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALKER, Manila, C. HENNING & Co. Macao, L. A. DA SILVA.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$500,000 Dollars.

### COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.  
Deputy Chairman.—F. D. SASSON, Esq.  
E. R. BELLION, Esq. WILHELM REINERS, Esq.  
W. H. FORBES, Esq. Ed. TOBIN, Esq.  
Hon. W. KISWICK. A. MOIVER, Esq.

### CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.  
Shanghai, . . . EMMETT CAMERON, Esq.  
LONDON, BANKERS.—London and County Bank.

### HONGKONG.

#### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, March 29, 1876.

## Notices of Firms

### NOTICE.

M. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.

Hongkong, March 16, 1877. ap16

### NOTICE.

WE have this Day Established a Branch of our Firm at SHANGHAI under the Management of Mr ALFRED F. O. KRAUSS, who will sign for us by Procuration.

CARLOWITZ & Co.

Canton and Hongkong, April 1, 1877.

### NOTICE.

M. EDWARD BURNIE will Conduct the Business of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. se18

### UNION INSURANCE SOCIETY OF CANTON.

### NOTICE.

DURING the Temporary Absence of the Underigned, Mr EDWARD MOORE will act as Secretary of the Society in Hongkong.

By Order of the Board of Directors,

N. J. EDE,

Secretary.

Hongkong, April 2, 1877. ap17

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Underigned.

WM. BRUCE SHANK,

Manager.

Hongkong, November 21, 1876.

## For Sale.

FOR SALE,  
THE IRON SKEW STEAMER  
"ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MAOINERY AND BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 28 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLAS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigger.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DEATH.—Light 9 feet; Loaded 12½ feet.

SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MAOINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 30 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINDMILL.—One Steam Windmill with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

BY TENDER, the whole Stock-in-Trade of the TAKU TUG AND LIGHTER COMPANY, consisting of the following Steamers:—

Carrying Capacity.

Steam Tug & Lighter *Algerine*, 3,500 piculs.

Patfinder, 1,800 "

Steam Tug *Orphan*, 1,800 "

Little *Orphan*, 1,800 "

Tenders will Receive immediate attention.

Apply to

TAKU TUG & LIGHTER Co.,

TAKU.

Taku, March 12, 1877. ap80

## FOR SALE.

A SET of Dr. MORRISON'S Chinese and English DICTIONARY, in Five VOLUMES. Price very moderate.

Apply to

WONG MAN YU TONG,

45 A, Hollywood Road.

Hongkong, March 31, 1877. ap7

## FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either Ningpo or Trientum. Capable of Making 3 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 16 Horse Power Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Speeder 18 Spindles, 1 Stretcher 60 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbins, &c., with Shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to

RUSSELL & Co.

Hongkong, March 14, 1877. ap14

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. to K. with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN FITZEL, Ph.D. Tubingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

## Intimations.

### MacEWEN, FRICKEL & Co.

JUST LANDED EX S. S. "BELGIO."

COMB HONEY,  
CRUET HONEY,  
CALIFORNIA BUTTER, in 2 lb. Glass Jars, very fine,  
BUTTER in Kegs,  
CHEESE,  
HAMS,  
SMOKED SALMON,  
SALMON, in 1 & 2½ lb. Tins,  
Libby's CORNED BEEF, in 2 & 4 lb. Tins,  
Libby's CORNED TONGUES,

Mixed, Onion, Piccalilli and Chow Chow PICKLES,  
TOMATO CATSUP,  
BROWN,  
PIG'S FEET,  
Small HOMINY,  
Large HOMINY,  
Yellow CORN MEAL,  
Buck Wheat FLOUR,  
Baker's BITTERS,  
Golden Gate Baker's EXTRA FLOUR.

Also Ex "Fiking."

Royal Glen Dee WHISKY,  
OATMEAL,

COD FISH, in 4 & 7 lb. Tins,  
RED HERRINGS.

Perry & Co.'s Superior BURMAH CIGARS.

Hongkong, March 29, 1877. ap5

## For Sale.

FOR SALE.  
Celebrated  
Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

## FOR SALE.

JUST ARRIVED BY FRENCH STEAMER

"Francois I."

ONE YOUNG PANTHER, only Six months Old, as Quiet as a Cat.

Apply, on Board, to the CAPTAIN.

Hongkong, March 26, 1877. ap4

## Intimations.

### W. BALL,

### CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG.

Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

## AFONG,

### PHOTOGRAPHER,

by appointment, to  
H. E. SIR ARTHUR KENNEDY,

GOVERNOR OF HONGKONG;

and to  
H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Rodnorshire* a supply of very handsome Enamel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Hats, &c., and a nice choice of Gift Mountings for Frames, &c.

Hongkong, March 28, 1877.

## NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for JOSEPH STARKER, London, Manufacturer of Gold and SILVER LACES, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the English and American Navies.

Hongkong, March 14, 1877. ap14

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING ON FRIDAY Next, the 16th Instant, the Steamer *POWAN* will Run as a Night Boat between HONGKONG and CANTON, leaving Hongkong on Mondays, Wednesdays, and Fridays, at 8.30 p.m., and Canton on Tuesdays, Thursdays, and Sundays, at 8.00 p.m.

By Order,

P. A. DA COSTA,

Secretary.

Hongkong, March 14, 1877.

## Intimations.

### BILLIARDS.

MONS. PIERRE CARME, the Champion Cannon Player of the World, will give Three Exhibitions at the HONGKONG HOTEL, on THURSDAY the 5th, FRIDAY the 6th, and SATURDAY the 7th Instant. Commencing Each Evening at 9 o'clock. The GAME will be 1,000 Points up, when Mons. Carme offers to any Gentleman 500 Points who wishes to play him. After the Game, Mons. Carme will Show some Fancy Shots.

Admission:—Season Ticket, \$4.

" " Single Ticket, 2.

Seats can be secured at the Office of the Hongkong Hotel, Hongkong, April 2, 1877.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, begs to inform his Friends that he intends being ABSENT from HONGKONG for Six or Eight Weeks, leaving early in APRIL. Hongkong, March 12, 1877.

## Auctions.

### FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 7th April, 1877, at 2 o'clock p.m., at No. 11, Old Bailey Street, the Residence of J. SOUTHERN, Esq.,—

The whole of his Household FURNITURE, comprising: Rep Covered Chairs, Couches, Mirrors, Clocks, Carpets, Sideboard, Mahogany Wardrobe with Mirror Door, Marble-top Dressing Table, and Washstands, Iron Bedsteads, &c.

Also,

1 HARMONIUM.

Catalogues will be issued, and the Furniture will be on view on the Morning of the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

Hongkong, April 2, 1877. ap7

## PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 12th April, 1877, at 2 o'clock p.m.,

ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House," Annual Crown Rent, \$131.40.

And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 788, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

Also,

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 788, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 788.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 18, 1877. ap18

## Shipping.

### Steamers.

#### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"TIBRE,"

Comd. Dr. GARNIER, will be

despatched for YOKOHAMA

shortly after the arrival of the next French Mail.

H. DE POUEY,

Agent.

Hongkong, March 28, 1877.

## Shipping.

### Steamers.

#### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"TRAUADY,"

Comd. GUYARD, will be

despatched for SHANGHAI,

shortly after her arrival from Europe.

H. DE POUEY,

Agent.

Hongkong, March 28, 1877.

### FOR SYDNEY & MELBOURNE.

The Steamship

"OCEAN,"

Capt. JAGGER, will load Tea

at Foochow for the above

Ports at the opening of the coming Season.

For Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, March 31, 1877.

### Sailing Vessels.

#### FOR MANILA (DIRECT.)

The Spanish Brig

"SAN LORENZO"

having the greater portion of her

Cargo engaged, will be despatched

as above on or about SATURDAY Next,

the 7th Proximo.

For Freight or Passage, apply to

REMEDIOS & Co.,

Agents.

Hongkong, March 31, 1877.

#### FOR NEW YORK.

The A. I. American Ship

"MYSTIC BELLE,"

PRIMER, Master, will load

here and will have quick

despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.



## To Let.

## TO LET.

N<sup>o</sup>. 3, PECHU TERRACE, ELGIN STREET, with Immediate Possession.  
Apply to  
LANE, CRAWFORD & Co.  
Hongkong, February 7, 1877.

## TO LET.

HOUSE No. 7, Cadogan Road, lately occupied by Mr PARKER.  
House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.  
Bianco Villa, Pok-foo-lum, Funnished.  
DAVID SASSOON, SONS & Co.  
Hongkong, February 15, 1877.

## TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.  
The Dwelling House No. 2, Gough Street.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, November 17, 1876.

## TO BE LET.

THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNIO COMPANY.  
TURNER & Co.  
Hongkong, February 6, 1877.

## NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co., Agents.

Hongkong, February 28, 1877.

## To-day's Advertisements.

## FOR SWATOW, AMOY &amp; FOOCOW.

The Steamship  
"YESSO,"  
Capt. J. E. PUNCHARD, will be despatched for the above Ports at Noon, TO-MORROW, the 4th Instant, instead of as previously notified.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 3, 1877.

## FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.

The Steamship  
"TAIWAN,"  
Capt. M. YOUNG, will be despatched for the above Ports on SUNDAY, the 8th Instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 3, 1877.

## FOR MANILA.

The Spanish Bark  
"TERESA,"  
Cebada, Master, will be despatched for the above Port on or about the 20th Instant.  
For Freight or Passage, apply to  
SIEMSEN & Co., Agents.  
Hongkong, April 3, 1877.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, April 3, 1877.

## GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sale Room, Praya Central, on

FRIDAY,

the 6th April, 1877, at Noon,—

Oilmen's Stores, Jams, Raisins, Bonbons, Cotton Socks, Table Knives, Corkscrews, Sallor's Knives, Silk Umbrellas, Water Proof Coats, Writing Ink, Towels, Purse, Pencils, Blacklead, Fowling Pieces.

Also,

2 cases RUM.

2 cases BOOKS, "The Commercial Annals for China, Japan, The Philippines, and The Far East Generally."

Also,

2 cases, etc.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, April 3, 1877.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 7th day of April, 1877, at 2 o'clock p.m., at his Sales Rooms, Queen's Road,—

An Invoice of JAPANESE LACQUERED WARE, Ivory Carvings,

Bronzes, Porcelain Ware, Tortoise-shell Ware, Cabinets, Glove Boxes, Desks,

Jewellery Boxes, Inlaid Cabinets, Vases, Tea Sets, Cups, Buttons, Stands, Lookets,

Bracelets, Necklaces, Brooches, Earrings, Mother-of-Pearl Ornaments, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, April 3, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALDEN BESSE, American barque, Captain S. Noyes.—Kozario & Co.

FORMOSA, German 3-m. schooner, Capt. G. Schmeer.—Melchers & Co.

MYSTIC BELLE, American ship, Captain David Plummer.—Siemssen & Co.

ROSENA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

PANOLA, American 8-m. schooner, Capt. H. W. Lund.—Landstein & Co.

ECOTO, British barque, Capt. George W. Tozer.—Arnhold, Karberg & Co.

WINDERMERE, British ship, Capt. Mann.—Meyer & Co.

IRIS, Dutch schooner, Captain J. Werterveld.—Order.

ROSETTA MCNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.

ABRONAUT, British ship, Captain John Anderson.—Meyer & Co.

## SHIPPING.

## ARRIVALS.

April 3, Washi, British steamer, 285, A. Hunter, Hoibow April 1, General.—LARDER & Co.

April 3, Argonaut, British ship, 1073, John Anderson, Newcastle (N.S.W.) Feb. 18, Coal.—MEYER & Co.

April 3, Tyne, French steamer, 1009, do Girard, Yokohama March 27, Mails and General.—MESSAGERIES MARITIMES.

## DEPARTURES.

April 3, San Francisco, for Takow.

8, Penola, for Bangkok.

8, Chefoo, for Swatow.

8, Emeralda, for Manila.

8, Bowen, for Cooktown, &c.

8, Zamboanga, for Bangkok.

8, Belgia, for Yokohama and San Francisco.

8, MacGregor, for Saigon.

8, Mecca, for Amoy.

## CLEARED.

Columbian, for Swatow.

Golden Horn, for Amoy.

Tylo, for Macao.

Yaso, for Swatow, &c.

Palatine, for Bangkok.

St. Joseph, for Keelung.

## PASSENGERS.

## ARRIVED.

Per Tyne, from Yokohama: for Hongkong, Mr Dalrymple and 1 Chinese.

For Marseilles, Mr and Mrs Lemoyne and 2 children, Messrs Pellegrin and Powell.

Per Washi, from Hoibow, 43 Chinese.

## DEPARTED.

Per Belgia, for Yokohama, Mr H. Harrie and servant, Mrs Graham and servant,

Mr and Mrs F. E. Foster and family, Mrs Dr. M. Stout, Mr and Mrs Coutts and 2 children and European servant, and one Chinese.

For Liverpool, Mr and Mrs N. J. Ede and child, Messrs R. H. Cairns and M. S. Tonnochy. For Bremen, Mr B. Schaar. For San Francisco, 2 Europeans and 597 Chinese.

Per Bowen, for Cooktown, &c., Captain and Mrs Jackson, and 534 Chinese.

Per Antenor, for Shanghai, 1 European and 43 Chinese.

Per Chefoo, for Swatow, 40 Chinese.

Per Zamboanga, for Bangkok, 20 Chinese.

Per Emeralda, for Manila, 9 Cabin and 340 Chinese.

Per MacGregor, for Saigon, 70 Chinese.

Per Mecca, for Amoy, 10 Chinese.

Per Penola, for Bangkok, 4 Chinese.

## TO DEPART.

Per Yaso, for Swatow, &c., 4 Europeans and 160 Chinese.

Per Palatine, for Bangkok, 20 Chinese.

## SHIPPING REPORTS.

The British steamer Washi reports: Light winds with thick hazy weather throughout the passage.

The British ship Argonaut reports: Left on Feb. 18th, had strong N.E. and E. winds to 10 South, then westerly winds to 3 N., after which moderate trades to 23 N. from 187 E. had light variable winds and generally fine weather to arrival.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SWATOW, AMOY & FOOCOW.—Per YESSO, at 11.30 a.m. To-morrow, the 4th inst., instead of as previously notified.

For HAIPHONG.—Per Schooner LOUISA, at 1.30 p.m. To-morrow, the 4th inst.

For SAIGON.—Per FRANCOIS I., at 4.30 p.m., on Wednesday, the 4th April.

For ILOILO.—Per Barque WINDERMERE, at 5 p.m. To-morrow, the 4th inst.

For BANGKOK.—Per RAJANATTIANUHAN, at 5 p.m. on Friday, the 6th inst.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

MAILS BY THE FRENCH PACKET.—The French Contract Packet PEIHO will be despatched from Hongkong on THURSDAY, the 5th April, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, April 4.—

6 p.m., Money-Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, April 5.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters closes.

11 a.m., Post Office closed except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, March 22, 1877.

MAILS BY THE ENGLISH PACKET.—The English Contract Packet KHIVA, will be despatched with the Mails for Europe, &c., on THURSDAY, the 12th Instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 11th Instant.—

6 p.m., Money-Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 12th Instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra to Postage Hill.

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, April 3, 1877.

## Shipping Intelligence.

## HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 17, Eliza Shaw, from London to Shanghai.

Nov. 21, America, from Cardiff to Hongkong.

Nov. 23, Western Chief, from London to Hongkong.

Nov. 23, Madura, from Cardiff to Hongkong.

Nov. 28, Hannah Law, from Cardiff to Hongkong.

Nov. 28, New Era, from Cardiff to Hongkong.

Dec. 4, Benlutha, from Cardiff to Hongkong.

Dec. 17, A. E. Vidal, from Hamburg to Hongkong.

Dec. 17, Carleok, from London to Hongkong.

Dec. 19, Channel Queen, from Cardiff to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.

Dec. 22, Sophie, from New York to Hongkong.

Dec. 23, Ino, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 29, Ulysses (str.), from Liverpool to Shanghai, (leaves S'pore, 3rd proximo).

Dec. 29, Canaan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Gryfe, from London to Hongkong.

Jan. 16, Gryfe, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Burypore to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 8, Carrizal, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 15, Bertha (str.), from Cardiff to Hongkong.

Feb. 16, Glaucus (str.), from Liverpool to Shanghai, (left Singapore, 25th March.)

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Argentina. Cadix.

Florida Castle. Glendora.

Scindia.

Sailing Period.

Sir Landol. Belted Will.

City of Aberdeen. Pentik.

Antwerp. Enid.

Scindia. Osk.

Commissary. Kaskow.

At Liverpool.

Anchises (str.). Lord Macaulay.

At Glasgow.

Glaucagla (str.). Isle of Erin.

## General Memoranda.

THURSDAY, April 5:—

Noon.—French Mail leaves for Ports of Call and Europe.

FRIDAY, April 6:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, April 7:—

2 p.m.—Furniture Sale, at No. 11, Old Bailey Street.

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—Ferry leaves for Coast Ports.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

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OF

DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

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OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

## THE CHINA MAIL.

HONGKONG, TUESDAY, APRIL 3, 1877.

The dollar question has, within the last few weeks, engaged special attention in Hongkong, Shanghai, Manila, and the Straits Settlements, and now, we observe, the foreign merchants in Yokohama are seriously considering the subject. At a recent meeting of the Yokohama Chamber of Commerce it was moved, "That it is desirable there should be in this port a silver currency among foreign merchants which shall circulate in the interior of the country, and shall at the same time be accepted as a legal tender in China." The consideration of the motion was adjourned, after some discussion, until the next meeting, the proposer having neglected to give notice of his intention to bring the matter forward. It seems that the difficulty with our Yokohama friends is that outside the foreign circle in the country the yen is the acceptable coin, while within that circle the Mexican is the only favoured currency. The result of this is that an immense amount of exchange business is necessary in the transactions between the natives and foreigners, and as the relative values of the yen and the dollar are constantly fluctuating according to the demand for or the scarcity of the one or the other, business calculations are liable to be constantly upset, sometimes with very disastrous results, and trade, in the end, is seriously hampered. The Tokio Times, which has devoted one or two sensible articles to the question, points out that the fact of there being in a small place like Yokohama, exclusive of the native brokers who conduct their business on a far more extensive scale, one or two dozen of Chinese exchange brokers who are able to pay high rents in the foreign settlements and do a prosperous business, is a sufficient proof of the daily and constant loss incurred, probably by both buyers and sellers in an equal degree, from the present position of things. It was stated by the proposer of the motion at the meeting of the Chamber of Commerce that the only remedy to the existing evil was to adopt the Japanese silver yen as currency. "There were two things, of course, which would have to be guaranteed, one was that the supply should not fall, and the other that the quality of the coin should be maintained." We should as a matter of course, be glad to see the yen supersede the Mexican dollar providing there is no better way out of the difficulty. Japan will, no doubt, always coin her own currency, and the only coinage that can be withdrawn for the sake of general convenience is a foreign one. It is interesting to consider how the adoption of this proposal would affect the question of coining a British dollar. The great object of getting a British dollar coined is for it to supersede the present currency in Hongkong and the Treaty Ports and do away with a similar inconvenience, arising from different currencies, to the one complained of by the merchants of Yokohama. Now we have it shown here that the yen has failed hitherto to supersede the dollar even in Japan. This being the case, the question arises if there



defendant, and fined the complainant \$2 for giving false testimony.

#### FALSE REPRESENTATION.

Chun Chiu Wong, an accountant, was charged by Mr. J. Parker, Acting 1st clerk at the Magistrate, with falsely representing to the Master of a ship at Queen's Road West, when he went to the Court for the purpose of obtaining a prisoner in another case. Fined \$10.

#### China.

##### CHINESE.

The adjourned meeting of Landrenters was held on the 23rd instant. The estimates were presented for the ensuing year, showing an income of Tls. 2,248, against a probable outlay of Tls. 911, leaving a balance of Tls. 1,337. Tenders were produced for repairing the Bund front; and Mr. Kingsmill was empowered to close with the contractor, but work cannot be begun till the autumn. The surplus for the current year would suffice for an instalment of the cost, the remainder falling upon 1878. A tax of 5% on rentals was agreed to. Owners of vacant lots are to be required to fence them in. Application is to be made to H.B.M.'s Minister, that Chinese be allowed to own land in the Concession, subject to the usual conditions. The Wharfage Dues scheme put forward at the last meeting is to be pushed. A new road is to be made, connecting the South limit of the British Concession with the Nanking road. —N. C. D. News.

##### WUHU.

March 12th, 1877.

A few notes from this place may be of some interest just now even to those who do not contemplate locating at this new port for western commerce. The first foreigner to come and take up his permanent residence here was Mr. Woodruff, Commissioner of Customs, who arrived on the 8th February in a snow storm, from which it is said that the Chinese infer much prosperity will come to the place from their intercourse with foreigners. Whether that has had any influence on their conduct I cannot say, but this I can say, that I find the people are civil in the extreme, and very friendly towards the few foreigners who are here. Still the question of the foreign settlement has not been settled yet, and may cause a change in their feelings, although it is not likely. The reach of the river in which Wuhu is situated runs north and south, contrary to the general course of the stream; the city is situated on the east, or right bank of the river, and distant about a mile and a half. The Wuhu Pagoda marks the mouth of the river. The river is deep, narrow, but rapid stream, navigable for large junks to Ning-kuo Fu, a distance of about fifty miles, and for smaller boats some ten miles further. Between the Wuhu pagoda and the west gate of the city is the main street, about, as I have already said, a mile and a half in length, and much wider than is usual in China. The street is well paved nearly its whole length, and on each side are a great number of fine native houses, most of them two storied, with handsome fronts of carved woodwork.

From many enquiries I have made, there seems to be only one export, and that is rice. The country for miles round Wuhu is devoted to the cultivation of rice in summer, and wheat in winter, while turnips are in the ground. It is expected however a good deal of tea will come here for exportation. There is likely to be a good market for imports, especially in cotton and woolen goods, also sugar and seaweed. It is too soon to speak with certainty of the trade here; in some future letter I will try and give you any information I may obtain. The Tao-tai left here last month on a visit to Nanking, but is expected back in a few days to meet H.M. Consul.

March 19th.

I waited a few days after writing the above, that I might be able to send you something about the foreign settlement, but nothing has been decided upon I believe. The *Frederick* with Mr. Davenport arrived here on the 13th and left for Tientsin and Nanking on the 16th. The Tao-tai returned on the evening of the 16th, and no doubt the position for a settlement will be decided upon when H.M. Consul returns. It is not strange that none of the Shanghai houses have sent any one to consult with the Consul about the most suitable place for business purposes. The Commissioner of Customs with two members of his staff are living in the "Chiu Sheng Chai" (Savings Life Association House).

I met the Rev. Pere Seckinger, S.J., the other day, and mentioned to him the news contained in your Nanking correspondent's letter, about the beheading of two of the ringleaders in the riots at Ning-kuo Fu last year. Pere Seckinger acknowledged that the authorities also beheaded a Christian, and were keeping in confinement two other of the chief rioters, and another Christian, so that if the authorities are pressed to punish the Christians, they will also punish the Christians. That is another way they have adopted to stop the complaints of missionaries. The good Father further states that things are very unsettled at Ning-kuo Fu and adjoining cities, the missionaries there being constantly threatened by some retired officials and the literati.

I hope to write again in a few days, and would like to mention for the benefit of your "Local Post" that Wuhu is about fifty miles beyond Nanking, not beyond Hankow, to where our letters and newspapers have been sent for some time. —Currier.

#### THE INSURRECTION IN JAPAN.

(Tokio Times, March 24th.)

The country still waits with anxiety for the news of decisive operations at the scene of the rebellion. Up to the latest advice, uninterrupted conflicts had been the order of each day, the government troops slowly but steadily advancing, and driving the insurgents before them. An important flanking movement, under command of General Kuroda, is now in progress, which, it is believed, will lead to effective consequences. Information of unusual interest is daily expected: A new governor of Kagoshima has been appointed, and Oyama, the late incumbent, is now in Tokio awaiting examination upon grave charges. The Court continues at Kyoto. Yokohama appears to have relinquished the ungracious project of instituting a military organization at the present time. The impudent fabrication of a pretended plot for the assassination of Saigo Takamori, we regret to find, upheld by several foreign newspapers. The capital is extremely quiet.

No final blow has yet been struck by the Imperial troops in Higo, but we have reason to believe that intelligence of important results is now expected in a very short time. Continuous engagements have been reported since the 15th inst., in the course of which the insurgents have been driven at last from their long defended posts at Tawarazaka and Utsuki, and, apparently, compelled to concentrate under Saigo at or near his headquarters in Kawanishi. General Yamagata was at latest accounts stationed at Utsuki, from which place regular telegraphic communications now come. Early in the present week General Kuroda, with a strong force, estimated at four thousand soldiers and police, sailed from Nagasaki and disembarked on the coast of Higo at a point not far distant from the stronghold of the rebels, who are consequently now menaced from opposite directions. It is understood that Yashiro has already fallen into possession of the Imperial troops, though this has not yet been officially announced. The government have very properly prohibited the publication of all intelligence which might convey "aid and comfort" to the enemy, pending the operations now in progress.

#### SAN FRANCISCO.

Feb. 16th.

The population of San Francisco has increased in a remarkable degree within the last twelve months. Langley's Directory just out, gives it at a little in excess of 300,000. The ratio of increase for the last 15 years has been 10 per cent., or almost double that of New York. Besides this there is a suburban population of about 100,000, of which about 35,000 are in Oakland, the favorite place of residence of well-to-do people from this city. From a late return of the Banking establishments here, it may be interesting to note that there are 100 public Banks in the State, whose capital amounts to \$44,409,500. Deposits \$122,811,300, Cash \$18,940,700. There are also 10 private Banks which have as yet published no returns. A tax has been lately imposed on these institutions by the Federal Government, and it is proposed to tax all bullion produced in the State of Nevada, where the principal mines exist.

The Occidental and Oriental line of steamers commenced carrying the bi-monthly mails to China, with the hope of eventually securing a subsidy from Government. The Pacific Mail S. S. Company are exporting a subsidy of \$600,000 for carrying the mails to Japan and China for one year. The subsidy is to be forfeited if at any time the Company exceed the rate of one passenger for every registered ton. The agents of the Pacific Mail Company have contracted with the large Iron Works Company here, to build a steamship for service in the Hawaiian Islands. This opens up a new industry, which in future promises to be of great advantage to the State. The last steamer to New Zealand carried a large supply of various fish eggs from different parts of America, besides a number of deer, grouse, pheasants, &c., wherewith to stock that colony, although numerous species of birds and animals were imported from England by the same colony some years since.

It is seldom that I record any of the numerous crimes committed in this city and elsewhere. They are so manifold and of such constant occurrence, that the subject would occupy too much space in your columns; but it is well to note in your columns, that in the case of the *Frederick*, the citizens have, for mutual protection, resolved themselves into a "Vigilance Committee," and have issued the following notice:—"Notice is hereby given that all thieves, suspicious characters, ex-convicts, and persons without visible means of support must leave this country immediately, or suffer the consequences." This means that if they do not obey these orders they will be hung on the nearest tree. —The News Letter, which latterly has been in trouble for denouncing a swindler, who established a bank here and defrauded many customers, has had other indictments for libel against it, but as yet the results are not known. The proprietor of the *Jolly Giant*, a vulgar and abusive periodical, has been condemned to a year's imprisonment for libel. The *Bulletin and Call*, both owned by the same company, have their hands full of suits against other papers for libel. These papers defamed and vilified the late Mr. Kalkstein, a most popular and generous man. The *Alta* took up the cudgels in defence of his memory and sadly exposed the proprietors of the libellous paper—hence the suit. Now they have entered an action against the *Chronicle*, which paper has persistently pitched into the *Bulletin and Call* on all occasions. These suits, with those pending against Marriott of the *News Letter*, and Judge Wheeler's famous injunction suit against the latter, make an interesting episode in newspaper history in this city. —The Secretary of the San Francisco Benevolent Society has been dismissed and charged with high crimes and misdemeanors. He is said to have seduced a young lady and afterwards given her noxious drugs and medicines for a criminal purpose, besides defrauding the institution of various amounts designed by the public for charitable purposes.

Our citizens are at a loss what to do as regards a most important adjunct to life, namely, the water they drink; which is said to be very impure. The Spring Valley Water Company have a monopoly for supplying the city, and charge what they like for the water. They have made themselves very unpopular since the affairs of the Company fell into the present hands (Messrs. Webb and Sharon), and great demands have been made to establish a rival Water Company. At present we get and ask no questions. —The health of the city continues uncommonly bad, although the late rains have ameliorated the condition—diphtheria and small-pox.

The successor of the brave General Custer has recently won a decided victory over the forces of the Sioux tribes near Crazy Horse. The troops stationed on the plains and engaged in watching the Indians, have encountered very severe weather and have suffered great privations. In the neighbourhood of the Black Hills, where numbers of miners and adventurers have lately flocked to dig for gold, the Indian atrocities are of daily occurrence, but this does not prevent multitudes of the unemployed leaving home and civilization for this supposed El Dorado.

The Electoral Commission have decided that the vote for Florida was to be counted for Hayes and Wheeler. The Joint Convention of the two Houses of Congress considered that action five Senators and five Representatives on the Democratic side objecting to the decision. The Senate (which is Republican) at once ratified the decision, but the House of Representatives is unlikely to concur.

After Florida came the States of Indiana and Louisiana. The former, with its fifteen votes, will doubtless be counted for Tilden and Hendricks. Louisiana will have to go before the Electoral Commission. A few days more will decide who is to be our future President, but at present it is unknown to any one. The Republicans, however, are jubilant, and the Democrats somewhat depressed, by the recent decision of the Electoral Commission.

An investigation into the Ashtabula railway disaster shows that the braces and compression timbers of the bridge were defective and inferior to the other parts of the structure, hence the deplorable results. —The death of Admiral Wilkes, U.S. Navy, is recorded. He it was who took the Confederate Commodore, *Shenandoah*, and the prisoners from the British steamer *Prinz*, although the British were afterwards surrendered to the British Government. —The suit so long pending against General Belknap has been dismissed at the instance of President Grant, in consideration of the "long-suffering of the accused and the great expense to which he has already been subjected." —The "true story" of the May-Bennett duel is at length revealed. It seems that the seconds asked their principals twice if they were ready, and May replied that he was not. Shortly after May's pistol was heard to snap, May said "accidentally." The seconds adjudged Bennett the right to fire, which he did, into the air, and there was an end of the duel. Bennett is reported to have left for Europe. —The white whale, captured off the coast of Labrador by a special expedition dispatched for that purpose six months since, suddenly died in the great tank of the Aquarium in New York. It was the only one of the kind ever captured alive, and was therefore a great curiosity and source of attraction.

In New York rents are getting lower and lower, and a great many stores and dwellings all over the city are without tenants. These stores may be rented for little more than taxes, but several have been vacant for years, and others tenanted since they were built. It is said that everything else is falling in price, the only expensive article being the "Mary Jones" of the period, chiefly Irish women, who continue to obtain high wages as household servants. Notwithstanding the poverty of the lower classes, American women will not do the work of a domestic; they would rather live on charity. To counteract the expense of women servants, it is seriously proposed to employ men, many of whom would be too glad to do the duty of household servants for half the amount now given to women. —N. C. D. News.

#### NAVAL ENGINEERS.

Mr. E. J. Reed writes to the "Times."

"Another subject that must have presented itself to many minds is the extremely slight change which the universal use of steam in all our warships has been allowed to bring about in the personnel of our Navy. Every war vessel is now a steamer, and some of our most powerful and valuable ships have not a sail upon them; but, on the contrary, are huge engines of war, animated and put into activity in every part by steam, and steam alone. The main propelling engines are worked by steam, a separate steam engine starts and stops them; steam ventilates the monster; steam weighs her out if she leaks; steam loads the gun; steam raises it; steam elevates or depresses it. The ship is a steam being, and the only man who understands it, can work it with safety, can control it efficiently, can use it, care for it, tend it, preserve it, repair it, renew it, is the engineer. Surely such a fact as this must, in the very nature of things, have brought about a marked, large, permanent change in the status of the engineer, and have invested him with rank, influence, and authority bearing some appropriate relation to his knowledge, his skill, his anxiety, his responsibility, and his actual control over the ship in every part and function of her being? But nothing of the kind has happened; the engineer is to-day almost precisely what he was 20 years ago, a snubbed, subdued subordinate man, with a dozen officers put above him to look down upon him, and keep him in the inferior place which the Admiralty has assigned to him. Take up the *Navy List*, and you will find not only Admirals at all grades put in front of every engineer, but you will read over long lists of Captains, Commanders, Lieutenants, Sub-Lieutenants, midshipmen, naval cadets, and the whole navigating staff before you reach the name even of an 'Inspector of Machinery Afloat.' Of this, the highest class of engineer officers, in both its divisions, there are for service in the whole Navy, including all foreign stations, and all home dockyards, and Steam Reserves, just ten! Now, this class of engineers are Fleet and Squadron officers, and therefore should not be very inferior as regards numbers, one would think, to the Admirals. But while these ten Fleet engineer officers are deemed sufficient in a Navy wholly composed of steamships, the country is called upon to keep no less than 60 Fleet officers of the Admiralty class on its active list, and in its pay. (I say nothing of the fact that in the retired list we have no less than 260 Admirals to set off against ten retired Inspectors of Machinery.) In superabundance of retired Admirals in comparison with engineers is in some large degree a necessary consequence of modern changes. But why, in the name of common sense, the country should now require 60 Fleet officers to control the vast machinery of the service, no one can understand. But that which is unaccountable enough even when thus broadly viewed, when viewed closely. The position assigned the chief engineer officer in one of the modern steam war monsters to which I have adverted will hardly be credited, except by those who will take the trouble to refer for themselves to the official list. As a commissioned ship of this class—with multitudinous steam engines and no sails—I will take the *Devastation*, of the officers of which ship the Admiralty give a list of 31. Of these, ten are engineer officers of lower grades, and five are warrant officers, all of whom are necessarily placed below the Chief Engineer. Leaving out these, there are the list is reduced to 16 officers; and where do your readers suppose the Admiralty place his Chief Engineer—all those boilers, engines, and innumerable steam appliances to which every function and every capability of the ship is due. Of the 16, not only is he placed 12th of the list, but he is a couple of years behind him, but half-a-dozen lieutenants, a staff-surgeon, and a paymaster all have precedence given to them. In a

word, of all heads of departments in the ship he is placed the lowest, and below, as I have said, a number of young lieutenants who are in no sense heads of departments at all. If we turn to the pay of these officers, as compared with that of others, we find no great improvement in the state of things. An Admiral on full pay (I quote from the *Navy List*) gets \$1,526 a year, a Vice-Admiral \$1,460, and a Rear-Admiral \$1,095, while the full pay of a Chief Inspector or Inspector of Machinery is but \$406. The officer in charge of all the machinery of the *Devastation*, a Chief Engineer, receives for pay less than \$500 a year. The half pay of the youngest Rear-Admiral, when he is not on duty at all, and is in charge of nothing whatever, is \$450 a year.

#### SHIPMASTERS' LIABILITIES.

(Mitchell's Maritime Register.)

When a Shipmaster draws a bill of exchange upon his Owners for necessities supplied at a foreign Port, he is not always aware of the personal consequences of his act. It is true that, by the Merchant Shipping Amendment Act of 1862, a bill drawn by the Master on the Owners for wages makes the Owner liable to the holder or indorsee thereof, whether it is accepted or not; and in any proceeding against the Owner it is not necessary to prove that the Master had authority to draw the same. But a bill for disbursements, though it may include wages, stands in a different category; and if the Owner on whom it is drawn does not meet it, the holder for value may resort to the drawer (the Master), who is liable to him for the amount. It occasionally happens that, after such a bill is drawn by the Master and before the ship comes home, the Owner may have passed into bankruptcy, and it then becomes a question in what position the Master stands as against the Owner's assets. Such a case was last week before the Court of Appeal, and the report, which is well worthy the attention of Shipmasters, will be found in our present impression. It appears that in July, 1875, Capt. B. B. Turner, Master of the steamer *Comde d'Eu*, belonging to the Rio Grande do Sul Steamship Company, while at Teneriffe, drew a bill for 1267. 9s. 4d. on the Owners for coals and necessities supplied to the ship there. The bill was duly remitted and duly accepted by the Company, but was dishonoured at maturity. When Captain Turner returned to England he found the Company in liquidation, and he was applied to for the amount of the bill, and had to pay it. The ship having been mortgaged, the Mortgagees went into possession. The question with Captain Turner then was, how he was to recover the amount of the bill which he had been compelled to pay. He applied for an order of the Court to enforce his claim on the ship. The order on which this leave was obtained was, however, subsequently varied by Vice-Chancellor Bacon directing the liquidator to pay into Court, to answer Captain Turner's claim, 1500l., the Captain giving an undertaking not to proceed with his suit in the Admiralty Court, but without prejudice to any application by him to have the amount increased should it prove insufficient to meet his claim. Such an application was made in November last, on the ground that the sum paid into Court would not cover the amount of the bill and interest and the cost of proceedings in the winding-up. The Vice-Chancellor allowed Captain Turner the amount of the bill and interest (1877. 12s. 10d.), but refused to allow him costs, and ordered the balance of the 1500l. to be repaid to the liquidator. Against this order Captain Turner went to the Court of Appeal, and hence the recent proceedings.

It is satisfactory to find that their Lordships were unanimous in deciding for the ships were unanimous in deciding for the appellant. "He (the appellant) said Lord Justice James" drew the bill for disbursements properly incurred on behalf of the ship, and beyond all question he had a lien on the ship for the amount, paramount to the claim of the Mortgagees." On the question of costs, which was ostensibly, but not in reality, the question before the Court, his Lordship said:—"The appellant's costs of obtaining the order were properly part of his claim as an incumbrancer. That order had never been discharged; there had been no adjudication that it was a wrong order. In the Court of Admiralty Captain Turner would have been entitled to a lien on the ship for all his costs, charges, and expenses, and the object of the order of the 5th of October was to substitute a sufficient fund in Court for that to which the appellant would have been entitled as against the ship." The Court of Appeal gave Captain Turner the amount of his costs, and directed the order of the Vice-Chancellor to be varied, so as to provide for them. There can be no doubt that the principle laid down by Lord Justice James in this case is sound law. The cost of necessities creates, under certain circumstances, a lien upon the ship, which is superior to that of any Mortgagees. It is a well-established rule of Maritime Law that the last incumbrancer created for the purpose of equipping the ship home has priority of all others. It might, perhaps, be a question whether disbursements on a ship, under certain circumstances, would be negotiable; but the necessity once admitted, there is an end of the case; the claim attaches. Previous to the passing of the Admiralty Court Act, 1861, the Master had no lien for his disbursements, and, therefore, no action *in rem*. The Act of 1864 gave him the right, in case a set-off to his claim for wages was pleaded in the Admiralty Court, to go into the whole question of the ship's account. In the case of "Bristow v. Whitmore," the House of Lords decided, however, that this Master had an equitable claim upon the freight for extraordinary expenditure incurred by him in performance of the contract under which the freight is earned; but Section 10 of the Act of 1861 gave the Master for the first time a right of action *in rem* for disbursements made on account of the ship. As regards wages, and which is frequently, if not generally, a large portion of ship's disbursements, when the Owner is bankrupt, the ship still attaches in priority to other claims upon the estate, and can be enforced by the Court of Admiralty, and this rule holds even where the ship has been sold under a bankruptcy. The cost of disbursements under a liquidation in a still clearer light. His claim is paramount, and must be satisfied even in preference to those of Mortgagees who have lent their money on the ship and are actually in possession. A Shipmaster may, therefore, rest satisfied that when he draws a bill on his Owners at a foreign Port for necessities and disbursements, he has the ship as security, and if the Owners do not meet the bill, and the Master becomes liable upon it, the ship must answer for the claim. It is true that the Master who draws a bill for disbursements

on his Owners may, like Captain Turner, be put to considerable inconvenience, but he will not suffer in the end, and the knowledge that he has his action *in rem* will facilitate matters should his Owners be bankrupt or in liquidation.

#### THE OLD TRAPPER IN STORE CLOTHES.

"Wall, Henry," said the old trapper, after having unbuckled the straps which bound the pack to his companion's shoulders, "ye look as if ye had been in a tussle that taxed ye, and yer breeches seem as if they had got the worst of it for sartin. I have never liked the tailorin' of the settlements, for I have never seen any of their work that would hold when a map was in the center of a tamarack thicket, or a wind-fall, and got sort of amass-like in his feelin's. Summer afore the last, a man from the coast, that I run agin in a mighty weak condition, and sort of nussed back to life, sent me a box of stuff, and it had for sartin a great many useful things in it, such as traps, powder and lead, not to speak of tea and other yarbs for medicine. Yis, he sartainly put in a great many things accordin' to reason, and useful to a man of my gifts; but he missed the trail entirely in one thing, for he sent me, all done up as pritty as could be, and tied with red string, a whole suit of garments that he called black cloth, or wide cloth, or some such name, not to speak of a hat like the chapeau the militia wore of fifty years ago, and which I could no more keep on my head in this bush than a beaver could keep his fur in spring-time. But I felt sartin the matter was fit for good, and to sort of please his mem'ry, and show proper feelin' in the matter, I not apart a day to celebrate the man's good-heartedness; and I got into the shops, hat and all, and if ye b'lieve me, Henry, when I looked in the glass I didn't know myself. And I said, 'John Norton, be this von?' and I marvelled, Henry, that a mortal could so change himself by a few clothes that he should be strange in his own eyes. But the thing that seemed queerest of all was that the bound there, that ye know is a knowin' dog, and an observin' one, too, who had been foolin' around with a young faun in the thickets for exercise, come in, and seen me sittin' in a cheer, hat and all on, whirled his tail round and let a threatnin' roar out of his mouth that made the cabin ring, and he showed his teeth in a way to make the flesh of a cov'rdly half-breed creep. Yis, Henry, to think that a few city garments could change a man so even his own hound would not know him until he heard his voice, and actually got his scent in his nose. I have spent a good many hours wonderin' about it, I tell ye. Well, Henry, I never tried on the coat and vest and hat agin, ye may believe, for they was useless to one of my gifts, and made the hound unhappy; but I did think the breeches would serve me awhile, for they was roomy and looked as fine and tough as a doekin; and so I determined to give them a try. I put them on one mornin' when sartin on a still hunt, and by the Lord, Henry, when I got back at night there wasn't any breeches on me, leaveless nothin' to make a fair show on a man in the settlements. It was amazing how they went to pieces. The briars went through them as if they was paper. I left them all along the line of my trail as a bear leaves his fur in the beginnin' of summer. And it learned me a lesson techin' the tailorin' of the settlements which I shall never forget. And ever since we started on a trip I have felt onartin about your garments, and though they have held on agin all expectation, yet, sooner or later, I knowed they would play a prank on ye and gin out sudden-like. And if ye will take my advice ye will let me make ye a good pair of buckskin I've tanned with my own hands, and I warrant ye will never get a briar through them or feel oneney about your appearance in company." —Ren. Mr. Murray's Story of "The Man Who Didn't Know Much," in the *Golden Rule*.

#### SILK GROWING.

An interesting letter on the subject of silk-growing in New South Wales appeared in the *Sydney Mail* of the 27th ultimo. The writer, who draws his information from trustworthy sources, makes an estimate of the results that might be calculated upon in a small plantation, where the mulberry was cultivated and the silkworm tended for the purpose, in the first instance, of sending denuded cocoons into the market—a business that might be undertaken without the command of the skill necessary for the supply of either raw silk or grain. His estimate is not so much to hold out glowing promises of what might be done in a future generation, as to prove that even at the end of the first five years after forming the plantation, there would be a net return which would at once be reasonably satisfactory, and would increase thereafter with rapidity. Settling down the amount of production considerably below the standard which Australian experience would justify, the value of the produce at a low price, and the cost of production at the highest rate, he calculates that the net return at the end of the five years would be at least 23 per acre. After that the increase of production of leaf and silk would far exceed the increase in the outlay, until ultimately when the art of reeling had been acquired, and raw silk could be supplied to the market, the gross proceeds might be expected to amount to 2828 per acre. The figures themselves, however, should be studied by those who take an interest in this question. The introduction of the silk-producing enterprise in this colony is as the introduction of sugar in Queensland has been, a work of time and difficulty. But it can hardly be doubted that the work will one day be accomplished, and that the new industry will furnish an important addition to our exports, and profitable employment to large numbers of our people. There is a concurrence of testimony as to the suitability of our soil and climate; and the existence of an almost insatiable demand for the article is beyond dispute. It may try our patience, but it certainly should not cause us to despair, to find that progress hitherto has been comparatively slow. The early days of all such enterprises are days of difficulty, and full of the kind of discouragement that arises from want of public faith and support. But the question of silk-culture is gaining ground with the public; and when once the way to action has been marked out with a fair degree of success, there will be many to follow it. We understand that a considerable degree of interest in the subject is felt amongst the large class of small freeholders in the suburbs and beyond within a short radius of Sydney. What is wanted is that this interest should display itself in some practical shape.

#### THE EARL OF THE DAY.

(World.)

You must mind and call me Earl now—call me Earl now, Monty dear! For it's the jolliest feeling to know oneself a Peer!

To hear oneself call'd Earl is the jolliest thing, I say; And I know from the Queen that I may, Monty—I know from the Queen that I may.

I sleep so sound in the House now that I never can awake, If they don't call me very loud when they want me now to speak; So I'd better take my peerage and take myself away;

Since I know from the Queen that I may, Monty—since I know from the Queen that I may.

As I was coming in just now whom think you I should see, But Gladstone, looking as if he long'd to felly me like a tree; He little thought then, Monty, that I'd be a Peer to-day;

But I know from the Queen that I may, Monty—I know from the Queen that I may.

He thought that I was rude, Monty; for, dumb with proud delight, I haven't my steps and pass'd him, without even saying 'Good-night!' He used to call me 'Dizzy'; I call myself Earl to-day;

For I know from the Queen that I may, Monty—I know from the Queen that I may.

They say that it means resigning; but that it can never be! They say that my health's declining; but that's all fiddle-de-dee! There's never an abler statesman will sit amongst the Peers to-day;

Since I know from the Queen that I may, Monty—since I know from the Queen that I may.

Thither Salisbury shall conduct me, array'd in his tidily clothes; And you'll be there too, Monty, to hear me take the oath: For the Party must muster round me, as I dub myself Earl to-day;

Now I know from the Queen that I may, Monty—now I know from the Queen that I may.

The surging crowd about the doors shall invade e'en Victoria's Tower, And reporters shall throng their gallery before the eventful hour; And the wild hurrahs of the Tories shall ring as those words I say,

Which I know from the Queen that I may, Monty—which I know from the Queen that I may.

And the Peers will come and hear, Monty—great nobles of every class; And their Peerships bring above them will into the galleries pass; There will not be a whisper heard as those solemn words I say,

Which I know from the Queen that I may, Monty—which I know from the Queen that I may.

The Opposition, Monty, will be terribly cowed and still, And will scarcely care to bestir themselves with speech or question or Bill; While the clerks at the table smiling will ask me their fees to pay,

Which I know from the Queen that I may, Monty—which I know from the Queen that I may.

#### Quotations.

HONGKONG, April 3, 1877.

OPIMUM—New Patna, cash...	559 1/2
" New Bonas, cash...	54 1/2
" New Malwa, cash...	55 1/2
" do do do, credit...	56 1/2
" Allowance Teels, 13 1/2 40	
" Old Malwa, cash...	57 1/2
" do do do, credit...	58 1/2
" Allowance Teels, 12 1/2 16	
CAMPHOR, ... ..	17 1/2 16
QUICKSILVER, ... ..	61 1/2 62
SALTPETRE, ... ..	5 70 5 620

#### Exchange.

Bank, on demand, ... ..	8/10 1/2
" 30 days' sight, ... ..	8/10 1/2
" 6 months' sight, ... ..	8/11
Credit, ... ..	8/11 1/2
Documentary, 6 months' sight, ... ..	8/11 1/2
Bombay, ... ..	22 1/2
Calcutta, ... ..	22 1/2
Shanghai, demand, ... ..	7 1/2
" 30 days, ... ..	7 1/2
Bar Silver, 17, dwt. B., ... ..	8 1/2 prem.
Mexican, ... ..	8 1/2 nom.
Gold Leaf, ... ..	55 1/2
English Sovereigns, ... ..	5 1/2
Australian Sovereigns, ... ..	5 1/2
Discount, ... ..	7 1/2 9

#### Shares.

Hongkong Bank, 31	
H.K. Fire Ins. Co., \$540	
China Fire Ins. Co., \$100	
China Traders' Ins. Co., \$2,100	
Union Ins. Society of Canton, \$620	
Chinese Insurance Co., \$208	
North China Ins. Co., Tls. 810	
Tonghai Ins. Association, Tls. 610	
E.K. & W. M. S. Boat Co., \$10	
Hongkong Hotel Co., \$50	
Chinese Imperial Loan, \$108/10	

#### Temperature.

(Taken at Messrs. Paine's & Co.'s Premises, Queen's Road.)

HONGKONG, April 3, 1877.

Barometer—9 A.M. ... ..	30.270
Do 1 P.M. ... ..	30.286
Do 4 P.M. ... ..	30.290
Thermometer—9 A.M. ... ..	69
Do 1 P.M. ... ..	73
Do 4 P.M. ... ..	74 1/2
Do (Wet bulb) 9 A.M. ... ..	68
Do 1 P.M. ... ..	70 1/2
Do 4 P.M. ... ..	72
Do Maximum ... ..	74 1/2
Do Minimum over night ... ..	66



## Insurance.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.  
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.  
NO CHARGE FOR POLICY FEE.  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE.)  
CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matabala, on Goods on board Vessels and on Hulls of Vessels in Harbours, at the usual Terms and Conditions.  
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**  
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

**CHINESE INSURANCE COMPANY.**  
(LIMITED.)

**NOTICE.**  
Policies granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.  
**OLYMPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**  
THE Undersigned are prepared to grant Policies against Fire to the extent of \$50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.  
THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$100,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.  
Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.  
Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 23, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY.**

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$100,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.  
A Discount of 20% allowed.

**HOLLIDAY, WISE & Co.,**  
Hongkong, January 8, 1876.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, October 14, 1868.

## Mails.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;  
ALSO,  
PONDICHERY, MADRAS AND CALCUTTA.

ON THURSDAY, the 5th April, 1877, at Noon, the Company's S. S. **PRIMO**, Commandant LECOTTE, with MAELS, PASSENGERS, SEROLE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th April, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

**H. DU POUY,**  
Agent.  
Hongkong, March 28, 1877. ap5



**STEAM FOR**  
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;  
ALSO,  
Bombay, Madras, Calcutta and Australia.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KHIVA, Captain LEE,** will leave this on THURSDAY, the 12th April, at Noon.

For further Particulars, apply to  
**A. LIND, Superintendent.**  
Hongkong, April 2, 1877. ap12

**U. S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

**THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.**

**THE U. S. Mail Steamer CITY OF TOKIO,** will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, 1877, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 13th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

**RUSSELL & Co., Agents.**  
Hongkong, March 21, 1877. ap14

## Intimations.

**AM YON,**  
SHIPS' COMPRADORE AND STEVEDORE,  
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

## NOW READY.

**YUNG-SHUI, or, THE BUDDHISTS OF NATURAL SCIENCE IN CHINA.** By Dr. E. J. Eitel. One Volume. 8vo. Price, \$1.50.

**BUDDHISM, ITS HISTORY, THEORY AND PRACTICE.** In three Lectures. By Dr. E. J. Eitel. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1873.

## Intimations.

**EXPOSITION UNIVERSELLE DE 1876.**  
THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all information and Particulars they may require.  
For the Consul,  
**G. BOULOUEZ, Vice-Consul.**  
Hongkong, December 18, 1876.

**NOTICE.**  
**THE CHINESE MAIL.**

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *China Mail* makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China, and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address  
**MR. OHUN AYIN,**  
Manager.

**China Mail Office,**  
17th February, 1874.

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS,  
Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. ALEXON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. PAT JACK, at 30, Hing Lung Street, will receive immediate attention.  
Hongkong, March 19, 1877. ap19

**HONG LISTS.**  
Circular, large sheet.

**THE AMENDED HONG LIST** in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

**Now Ready.**

**"THE CHINA REVIEW,"**  
No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

Contents:  
Essays on the Chinese Language, (Continued from page 182.)  
Deer-Stalking in China.  
Chinese Dentistry.  
Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 182.)  
A Legend of the Peking Bell-Tower.  
A Chinese Hornbook.  
The Law of Inheritance.  
A Chinese Dictionary in the Cantonese Dialect.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries.  
A Chinese Dictionary in the Cantonese Dialect.  
"Waiting Spirits."  
Chinese Folk-lore.  
Yin and Yang, according to Aristotle.  
Pigdin English.  
Goethe's "Werther" in China.  
Chinese Music.  
White Ants.  
Books Wanted, Exchanges, &c.

**China Mail Office,**  
Hongkong, March 20, 1877.

**WASHING BOOKS.**  
(In English and Chinese.)

**WASHBURN'S BOOKS,** for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

**CHINA MAIL OFFICE.**

**THE CHINESE MAIL.**

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

**CHUN AYIN,**  
Manager.

Hongkong, February 23, 1874.

## Intimations.

**THE HONGKONG CHINESE MAIL.**  
THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:

**Canton.**—Sung Chuen Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Kait Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwai; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heng Shop, Sin Chong, Honam.

**Singapore.**—Sul Cheong Hong; Woh Shun Loong Hong.

**Amoy.**—Chun Cheong Hong, Mook Kek Street.

**Foochow.**—Mr. Yu Ching Cheong, Foochow Arsenal; Mr. Lun Kwok Ching, Maritime Customs.

**Shanghai.**—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kue Shop.

**Ningpo.**—Mr. Sung Min Choo, Maritime Customs.

**Hankow.**—Yee Hing Hong.

**Chefoo.**—Yee Shun Hong.

**Japan.**—Mr. Leong Chun Tong, Municipal Office, Yokohama.

**Singapore.**—Ting Kee Hong; Kwong Fook Sang Hong.

**Penang.**—Yong Wing Fong; Argus Office.

**Calcutta.**—Mow Sing Company.

**San Francisco.**—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the *Chinese Mail* in the interior of China.

Hongkong, March 10, 1874.

**NEWS FOR HOME.**

**The Overland China Mail.**  
(The oldest Overland Paper in China.)  
PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c.; and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily *China Mail*.

**PRICE \$6.**

**THE TREATY PORTS OF**

**China and Japan.**

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH Peking, Yedo, Hongkong and Macao.

FORMING A GUIDE BOOK & VADE ME-CUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 26 MAPS and PLANS.

by  
**WM. F. MAYERS, N. B. DENNIS, and CHAS. KING.**  
COMPILED AND EDITED BY N. B. DENNIS, P.L.D.

LONDON: N. TRUBNER & Co. HONGKONG: China Mail Office.  
Price, \$6, leather half bound.

The scope of this work includes detailed descriptions of important Sites and Monuments, notes on the Climate and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES, LINES OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and mode of living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including POLITICAL EVENTS, Changes in the GOVERNMENT, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of EMPERORS, EMPRESS, and a record of the most notable STRIKE, BOMBING, MURDER, FRAUDS, FIRES and CRIMINAL TRIALS, ADDRESSSES and PRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, with a copious INDEX at the end of the work affords a ready means of reference to the reader.

## HONGKONG MARKET PRICES.

Corrected to Saturday, March 31, 1877.

At 1110 Cash per Dollar Mexican.

Par. Highest. Lowest. Cash. Cash.

## Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 150 140

" Beef, sirloin and prime out, 150 150

" Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 90 80

" Steak, 150 140

" Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, catty 80 60

" Tripe (undressed), catty 50 40

" Calves' Head and Feet, set 500 400

" Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

" Mutton Chop, 180 170

" Leg, 180 170

" Shoulder, 180 170

" Liver, 180 170

" Pigs' Chitterlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, lb. 100 80

" Pork Chop, catty 150 140

" Corned, 180 170

" Leg, 150 140

" Fat or Lard, 110 100

" Sheep's Head and Feet, set 340 320

" Heart, 60 40

" Kidneys, 80 70

" Sucking Pig, 1750 1000

" Veal, catty 140 120

## Poultry.

Oxons, catty 900 180

Deer, each \$2.00 \$1.50

Ducks, catty 130 120

Eggs, Hen, doz. 105 —

" Duck, 100 —

" Salt, 120 —

" Fowls, catty 180 160

" Geese, 180 110

" Partridges, each 850 300

" Pheasants, Canton, live, pair \$2.00 —

" Shanghai, dead, 1000 800

" Pigeons, each 180 180

" Quail, 100 80

" Rabbits, 800 500

" Snipe, 120 110

" Teal, 250 220

" Turkeys, Cook, catty 650 600

" Hen, 400 —

" Wild Duck, each 450 400

## Fish.

Bombay Ducks, new per hundred 350 300

Bream, catty 100 90

Carp, 80 70

Codfish, Salt, lb. 150 —